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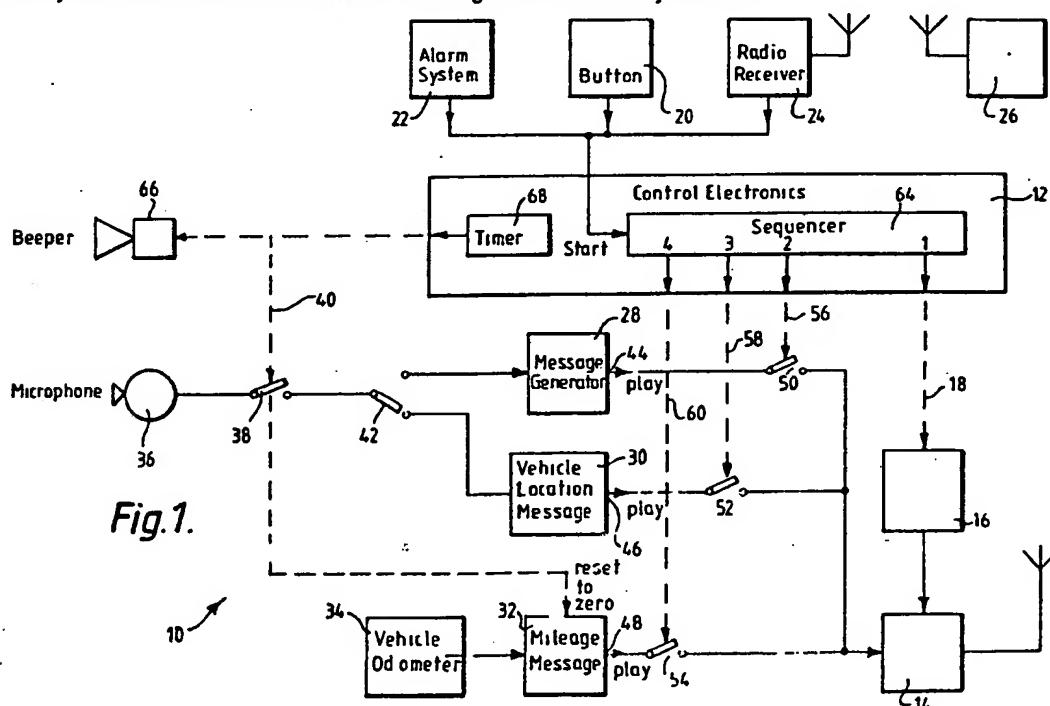
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(54) Vehicle security system

(57) The system 10 can be fitted to a vehicle which has a radio transmitting device 14 such as a cellular telephone, PMR or CB set. A control unit 12 is arranged to periodically alert the driver of the vehicle to record a location message. When an alarm condition is signalled to the control unit from an alarm system 22, a panic button 20 or a radio receiver co-operable with a remote panic button transmitter 26, the control unit initiates a transmission from the radio transmitting device. The message transmitted includes the last recorded location message and may also include vehicle identification information and a mileage update message generated in response to the output of a vehicle odometer 34 to indicate the distance travelled by the vehicle since the last location message was recorded by the driver.



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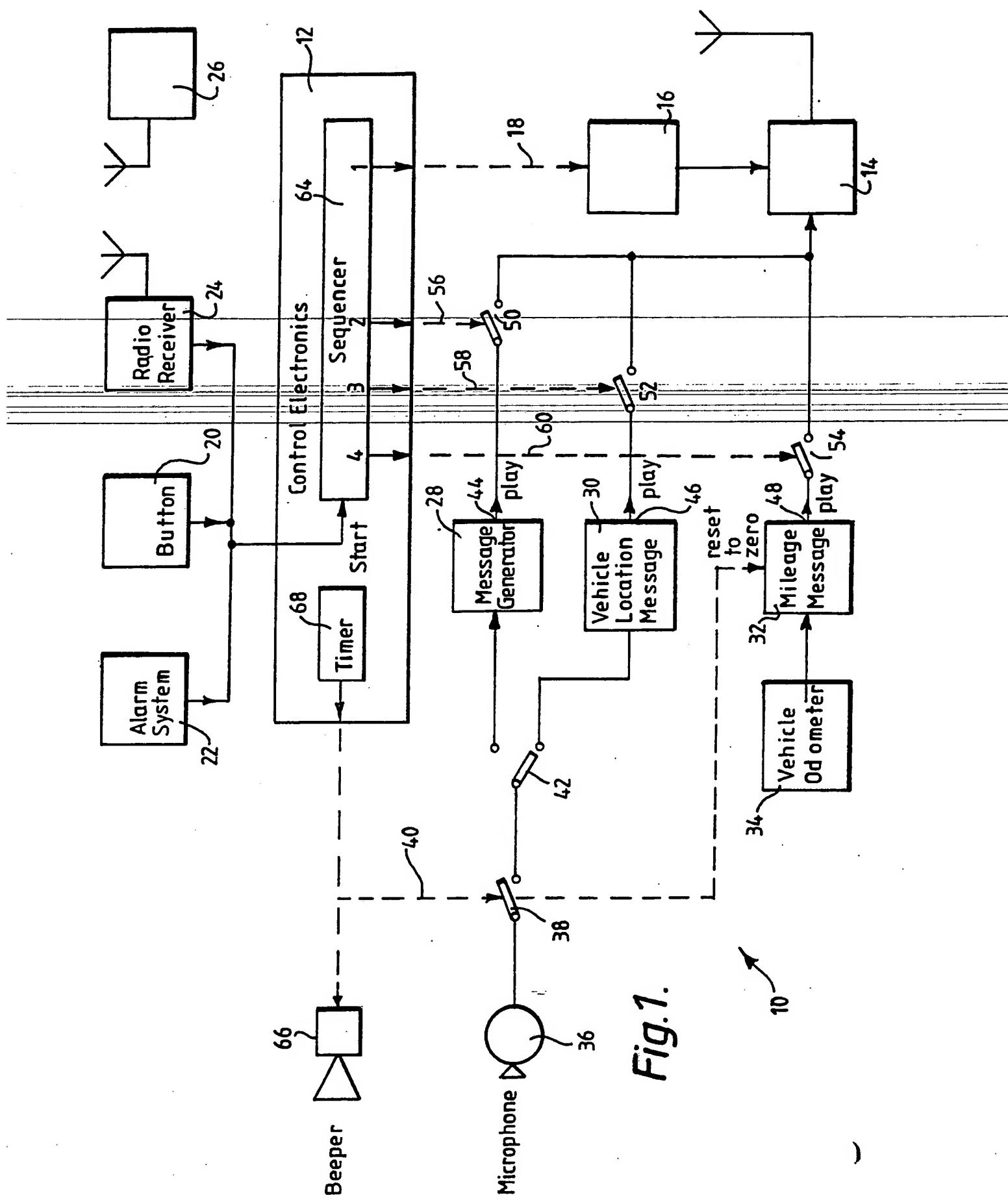
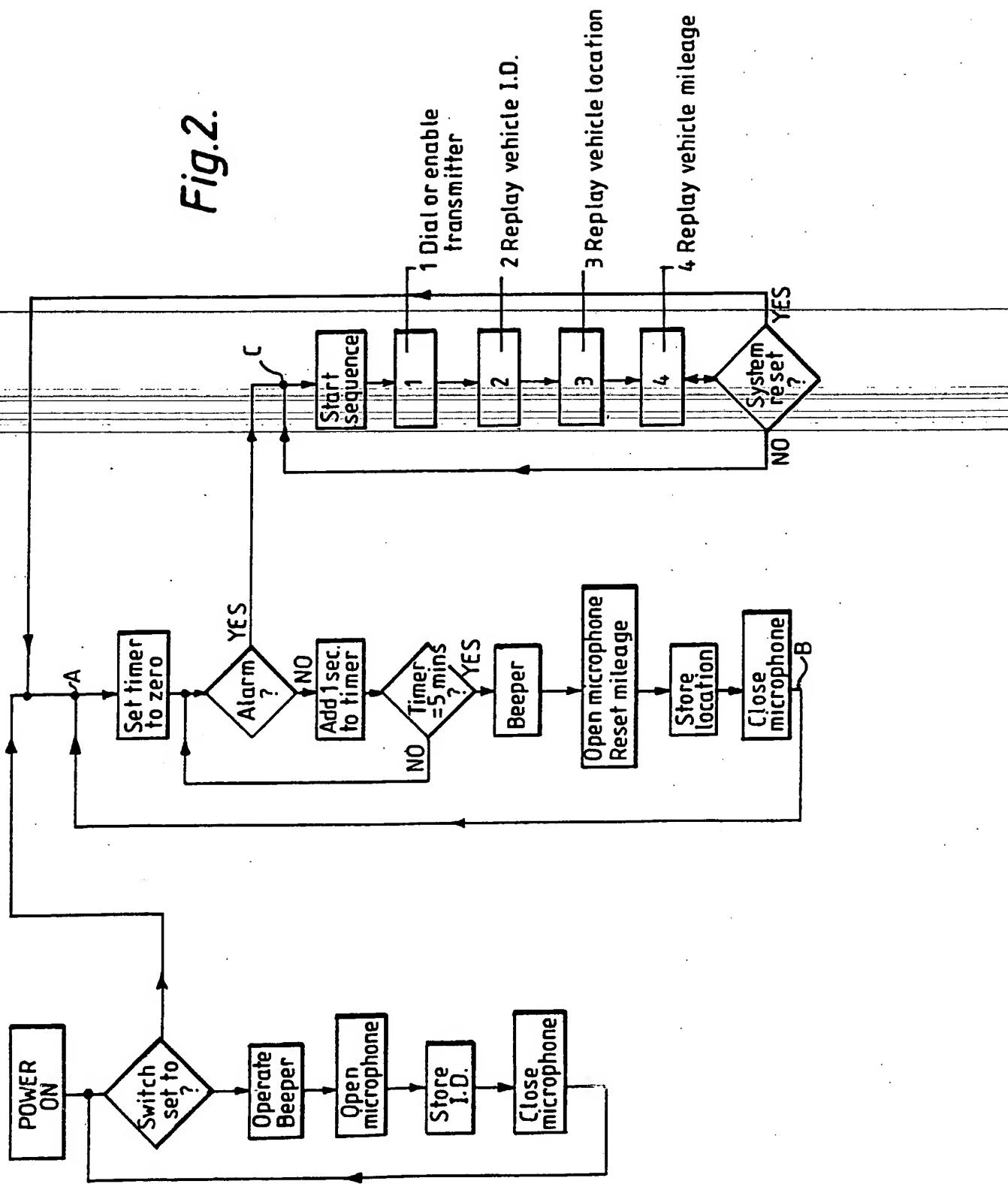


Fig. 1.

Fig.2.



VEHICLE SECURITY

The present invention relates to vehicle security systems and, more particularly, to systems for allowing an alarm message to be conveyed from a vehicle which is under threat of, for example, a hijack attack. The vehicle to be protected may be of any type such as a heavy goods vehicle carrying a commercial load of value, or a motor car carrying important passengers, cash or valuable

10 goods.

There are security systems available which incorporate anti-hijack features. In some proposed systems the driver is able to activate an audible warning, such as a siren or a horn and/or immobilise the vehicle. Since the operation of such a system is obvious to the attacker, it may cause a violent reaction and this may increase the danger to the driver and/or passengers.

20 There also exist various automatic vehicle location systems which, by means of radio signals, allow a central station to monitor the position of a vehicle continuously. These systems can also incorporate a device which is intended to be operated by the driver 25 when attacked in order to send a coded radio message to

the central station. In this way the central station knows exactly where a vehicle under attack is located. Unfortunately such automatic vehicle location systems are extremely complex and expensive. Such technology is 5 therefore not appropriate to small commercial vehicle users, particularly if they only own a small fleet.

It is now becoming increasingly common for vehicles to be fitted with radio transmitting devices. Such devices 10 include cellular radio telephones, Citizen's Band (CB) radio, and Private Mobile Radio (PMR) sets. Because of the nature of a cellular telephone system, the location of any telephone to within a single cell can be identified by the network operator. However, a cell can 15 be relatively large so that unless the driver of a vehicle under attack is able to give his precise location when making an emergency call, there is still a problem of locating the vehicle. Moreover, it is not possible to make a telephone call covertly so that using a cellular 20 telephone may give rise to an increased danger of personal attack from the hijacker.

In PMR systems, all mobile radios are connected to a common central station. Some available equipment 25 includes a device for making an automatic emergency call

to this central station. Although the central station will then be aware that a vehicle is under attack, it has no way of establishing the location of that vehicle unless the driver is able to speak to the central station 5 to give his location. Once again, this may give rise to an increased risk of personal attack from the hijacker.

From the above it will be appreciated that there is a
significant technical problem of providing for a vehicle

10 security system that is accessible to small fleet operators and allows an alarm to be given to a remote third party which includes an indication of the vehicle location without alerting the hijacker.

15 Accordingly, the present invention provides a security system for use in a vehicle having a radio transmitting device, said system comprising

signalling means for generating a signal in response to an alarm condition,

20 a control unit connected to said signalling means for initiating a transmission on the radio transmitting device in response to said alarm condition, and

means for recording a location message,

said control unit being operative to produce an 25 alert signal periodically in order to prompt recording a

fresh location message using said recording means, said location message forming at least part of the transmission in response to an alarm condition.

5 With such a system the driver is periodically prompted to record a location message which can form the substance of an automatic call. The call is made to the central station when the radio transmitting device is a PMR device, or to an emergency number when the radio device
10 is a cellular telephone, or is a broadcast message when the radio device is CB. Since many vehicles already carry a radio transmitting device of one of these types, it is possible to modify such a vehicle simply and economically in order to provide it with a vehicle
15 security system in accordance with the invention.

Preferably the system further comprises a storage means in which vehicle identification information is stored. This may include the licence plate number and other
20 details which would be needed to provide the emergency services with sufficient information to recognise the vehicle. When such a memory is provided the information transmitted during the automatic call will comprise the contents of said memory followed by the last message
25 stored in the recording means.

The System may further comprise a message generator operatively connected to an odometer of the vehicle in order to generate a further part of the transmission in response to an alarm condition representing the distance travelled by the vehicle since the last alert signal was produced. The use of such a message generator gives the advantage that the driver need be prompted less often in order for the location information provided if an emergency arises to be sufficiently accurate for the vehicle to be located promptly.

The signalling means may include a manually operable 'panic' button located near the driver so that it can be actuated covertly. The signalling means may also include a radio receiver which is co-operable with a hand held, short range transmitter that can be used by a driver to actuate the system from outside his vehicle. This allows the security system to be effective when the vehicle is left parked. With such an embodiment the control unit will inhibit the prompt function in response to an input signal indicating that the ignition has been turned off and/or the vehicle locked.

A vehicle security system embodying the invention will

now be described, by way of example only, with reference to the accompanying diagrammatic drawings, in which:

Figure 1 is a block diagram of the system: and

Figure 2 is a flow diagram illustrating the
5 programme employed in the control unit of the system

Figure 1.

A security system 10 for a vehicle includes a control unit 12 which is connected to a radio transmitting device
10 14, which is typically already installed in the vehicle.

In the illustrated embodiment the radio transmitting device is a cellular telephone. It is interfaced to the control unit by means of an autodialler 16 programmed to dial a predetermined emergency telephone number upon 15 actuation by the control unit by means of a control signal on control line 18.

The control unit 12 is connected to various devices which may be referred to as signalling means as they are 20 capable of signalling to the control unit that an alarm condition is present. The signalling means shown include a panic button 20 which is conveniently placed near the driver so that it can be covertly pressed if a hijack attack is imminent. The control unit may also receive an 25 input from a vehicle alarm system 22 which can be

connected to sensors on the doors of the vehicle. This alarm system may be any type of intruder detection system for a vehicle. Such systems are typically connected to the vehicle horn or lights to produce an audible or 5 visible alarm when the vehicle is broken into. In the present system the alarm output from such a system can be used by connecting it in addition or instead to the control unit 12. The third signalling means illustrated is the output of a radio receiver 24 which is tuned to 10 the same frequency as a short range, hand held transmitter 26 which acts as a remote panic button which the driver of the vehicle can take with him on leaving the vehicle. Therefore if the driver sees an attack being carried out on his vehicle when, say, he is in a 15 transport cafe he is able to actuate the security system of his vehicle by activating the radio transmitter 26.

The system also includes three components for generating the message which is to be transmitted in response to an 20 emergency. These three components are a storage means 28 which stores vehicle identification data, recording means 30 which is used to record and re-record a location message, and a mileage message generator 32 which receives an input from an odometer 34 of the vehicle to 25 which the system is fitted. All of these message

generators 28, 30 and 32 may be solid state devices utilising a single chip CMOS LSI device with a supporting EPROM or ROM. Such voice processors are known and, for example a suitable device is manufactured by UMC under 5 the description UM5100 voice processor IC. It would also be possible to use a ruggedised tape recorder as any or each of these message generators. The generators 28 and 10 must be capable of recording messages from a voice input and for this reason their 'record' inputs are connected to a microphone 36 which is fitted into the vehicle at a convenient position for recording the driver's voice. The microphone 36 is preferably voice actuated. This enables the recording of messages to be carried in a "hands-free" mode. The microphone 36 is 15 connected to the 'record' inputs of the generators 28 and 30 by means of a first switch 38 which is opened and closed by a control signal on line 40 from the control unit 12, and a second switch 42 connected in series with the first switch 38. The switch 42 has two positions: a 20 "programme" position where it connects the microphone to the vehicle identification message generator 28, and a "normal" position in which it connects the microphone to the 'record' input of the location message generator 30. The switch 42 is mounted on a control panel so that it 25 can be operated by the driver. In the "programme"

position he is able to record vehicle identification information in the generator 28. This will normally be done at the start of a trip if the data is to include information about the load being carried. If such updating is not required then the provision of a record facility in this message generator 28 need not be provided. In this case the generator will contain pre-recorded information which relates to the vehicle in which the system is installed. The required information

10 can be pre-recorded by the system provider.

The mileage message generator 32 contains or is programmed to synthesize a number of stored messages of the type "plus two miles", "plus three miles", etc. An appropriate message is synthesised or reproduced in response to the odometer input when the control unit provides a control signal requesting a 'play' output. The particular message made available for output at any time depends upon the mileage travelled by the vehicle as sensed by the odometer since the generator 32 was last reset by means of a control signal received on control line 40 from the control unit 12. This reset signal is received each time a new location message is stored in the message generator 30.

'Play' outputs 44, 46, 48 from each message generator are connected by respective switches 50, 52, 54 to an input of the radio transmitting device 14. The switches 50, 52, 54 are each controlled by a control signal on a 5 respective control line 56, 58, 60 from a sequencer 62 within the control unit 12. The message generators are arranged so that when the associated switch is closed the generator plays the stored message or, in the case of mileage message generator 32, the appropriate message, 10 from its beginning. In this way a composite message commencing with the vehicle identification information, followed by the last driver-recorded location message and concluding with the mileage update message, is transmitted from the radio transmitting device 14.

15

The control line 40 is also connected to a beeper 66 which is mounted in the vehicle near the driver in order to provide an audible warning that a fresh location message must be recorded by the driver. A flashing light 20 or other alerting device may be used instead. The intervals at which an 'alert' control signal is sent out on control line 40 to actuate the beeper 66, close the switch 38 enabling the recording of a fresh location message, and reset the mileage message generator 32, 25 depends upon the operating conditions of the vehicle and

is set by means of a timer 68 in the control unit 12.

The interval set by the timer 68 may be varied dynamically in response to the vehicle speed. In such a
5 case an output signal from odometer 34 would be connected to the control unit 12. In this way the driver would have to record his location more frequently when travelling at higher speeds. In this way the distance resolution of the system may be maintained substantially

10 constant.

The time interval set by the timer 68 may alternatively be settable by means of an input from a control panel (not shown) so that it may be changed by the fleet
15 operator but preferably not the driver. This could be arranged by providing the control panel underneath a lockable door. The control panel can also include the switch 42 and a reset switch 42 and a reset switch for terminating a call or broadcast made in response to an
20 alarm.

Since in many cases the radio transmitting device 14 is also capable of receiving calls, the system may also provide a facility whereby receipt of a coded message
25 causes the control unit 12 to override the timer 68 and

immediately output an 'alert' signal in order to have the driver record a fresh location message. Coded signals could also be used to cause the system to generate an automatic call when there is no alarm condition in order 5 to test the system and/or provide useful fleet management information. Other functions of the system could also be controlled remotely in the same way.

The operation of the described system is controlled by a 10 programme running on a microprocessor in the control unit 12. The function of this programme is illustrated by the flow diagram shown in figure 2. It will be appreciated that the functions of the timer 68 and the sequencer 64 may be provided within the microprocessor itself or be 15 provided by separate electronic circuits. Similarly the whole of the function of the control unit 12 may be produced by dedicated electronic circuitry.

The flow diagram will now be briefly described to 20 illustrate the operation of the system.

On powering up the system the switch 42 is first interrogated to determine whether the system has been set into the "normal" or "programme" mode. If in the 25 "programme" mode the control unit follows a sequence of

operations which allows the user to record the vehicle identification message to be stored in the message generator 28. In this sequence the beeper 66 is first briefly operated to warn the user that he should start to 5 record the message, the switch 38 to connect the microphone 36 to the 'record' input of the message generator 28 is then closed for a time interval which depends upon the length of the message which can be stored.

10

When switch 42 is in the "normal" mode the control unit operates so as to provide continuous security monitoring for any alarm signalling inputs from the panic button 20, alarm system 22 or radio receiver 24, which receives 15 alarm signals generated by the hand-held unit 26. In this monitoring function the control unit programme runs continuously round the loop of operations identified between the points A and B in the flow diagram. At the start of this loop the timer 68 is set to zero and begins 20 to measure elapsed time up to a preset interval which, in the illustrated example, is set at 5 minutes, although a much longer interval would be appropriate where the vehicle is travelling a known route or the security risk is lower. The alarm inputs are repeatedly interrogated 25 during this time period and if an alarm condition is

detected the flow of the control unit programme diverts to the point C in order to make an automatic call or broadcast on the radio transmitting device 14.

5 If no alarm condition is detected, when the timer has reached its preset maximum elapsed time, the control unit operates the beeper 66 to warn the driver that he must record another location message. The switch 38 is closed to connect the microphone to the location message

10 generator 30 for a predetermined time interval dependent upon the length of message which may stored. The switch 38 is then opened again and the flow of the programme returns to point A and the timer is reset once again to zero. A further audible warning may be produced by the 15 beeper 66 at, or shortly before, the expiry of the message storage time both during this recording operation and during the operation in "programme" mode to store vehicle identification information. This warns the user to complete his message.

20

Whenever an alarm signal is input to the control unit 12 from one of the signalling means 20, 22, 24, the programme diverts to point C and the sequencer 64 is started. The sequencer produces a control signal first 25 on line 18 to the autodialler 16 to cause a cellular

telephone to make a call to a preset emergency telephone number. If the radio transmitting device 14 is a PMR or CB device then the signal on control line 18 merely switches on such a device so that it starts to transmit.

5 The sequencer 64 then generates the control signals on control line 56, 58 and 60 in turn to close and then allow to re-open the switches 50, 52 and 54 in turn thereby generating a message in which the vehicle identification information is replayed followed by the

10 last-recorded location message and then the mileage update message from the message generator 32. Therefore the duration of each control signal to maintain the associated switch 50, 52 or 54 closed depends on the length of the message stored in the appropriate message 15 generator. If the system has not been reset which may be done by a further switch accessible to the driver, or which may be automatic after a predetermined time in the case of the use of a cellular telephone where prolonged transmissions would be expensive, the programme loops 20 back to point C and restarts the message. This is particularly appropriate where CB is being used and there can be no guarantee that the first transmission of the message will be heard by a responsible party. When the system is reset the security system programme returns to 25 point A in the flow diagram.

It will be appreciated that the described system may be retro-fitted to a vehicle which already has a radio transmitting device 14 installed. In the case of a PMR 5 radio which has the facility for a panic button to generate an emergency call to the central station, this facility may be operated by the control line 18 from the control unit 12 and the message normally generated by the PMR device substituted by the message generated by the 10 described system.

It will also be appreciated that an effective system can be provided without the need for some of the facilities, such as the mileage message generator 32 described, and 15 still provide an effective and economical security system to counter the hijack risk.

CLAIMS

1. A security system for use in a vehicle having a radio transmitting device, said system comprising
5 signalling means for generating a signal in response to an alarm condition,

a control unit connected to said signalling means for initiating a transmission on the radio transmitting device in response to said alarm condition, and

10 means for recording a location message, said control unit being operative to produce an alert signal periodically in order to prompt recording of a fresh location message using said recording means, said location message forming at least part of the
15 transmission, in response to an alarm condition.

2. A security system according to claim 1, wherein the signalling means comprises an output from one or more of the following:

20 a manually operable panic button,
a vehicle alarm system responsive to intrusion or attempted intrusion, and
a radio receiver co-operable with a hand held, short range transmitter.

3. A security system as claimed in any one of the preceding claims, further comprising storage means in which vehicle identification information is stored and which is accessed by said control unit such that the
5 stored information forms a further part of the transmission in response to an alarm condition.

4. A security system as claimed in any one of the preceding claims, further comprising a message generator
10 operatively connected to an odometer of the vehicle in order to generate a further part of the transmission in response to an alarm condition representing the distance travelled by the vehicle since the last alert signal was produced.

15

5. A security system as claimed in any one of the preceding claims, further comprising means for inhibiting the production of alert signals in response to an input signal indicating that the ignition has been turned off
20 and/or the vehicle locked.

6. A security system as claimed in any one of the preceding claims, wherein the radio transmitting device is capable of receiving coded control signals which are
25 fed to the control unit to control the function of the

unit.

7. A vehicle security system substantially as herein described with reference to the accompanying drawings.

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